

**AMENDMENTS TO THE SPECIFICATION**

*Kindly replace Paragraph No. [0027] beginning on page 10, line 22 and ending on page 11, line 20 with the following amended paragraph:*

When the pressure sensor 111 detects that the pressure in the dynamic pressure chamber 106 has reached a predetermined level, a controller such as a computer (not shown) closes the solenoid valve 112. Once the valve 112 is closed, brake fluid will not move to the dynamic pressure chamber 106, but is sealed in the chamber 113. Thus in the state of Fig. 2, the input shaft 102 will not move toward the master cylinder piston 110a. Thus, the solenoid valve 112 serves as a relative movement restrictor for checking the relative movement between the master cylinder piston 110a and the input shaft 102 toward each other. Therefore, even if the driver depresses the brake pedal 101 hard after the pressure in the dynamic pressure chamber 106 has become equal to the pressure in the accumulator 104, the brake pedal will not be pushed in without any increase in the reaction force against the brake operating force. Also, higher pressure than the pressure of the high pressure source supplied from the accumulator 104 will be produced in the fluid chamber 113 to bias the master cylinder piston 110a. Simultaneously the pressure in the dynamic pressure chamber will become equal to the pressure of the high pressure source, biasing the master cylinder piston 110a. This means that the maximum brake pressure is limited not by the accumulator pressure but by the manual force the driver can exert on the brake pedal. But after the valve 112 has been closed, the stroke of the input shaft 102 is directly dependent upon the amount of brake fluid consumed in the wheel brakes 114.

*Kindly replace Paragraph No. [0031] beginning on page 12, line 23 and ending on page 13, line 12 with the following amended paragraph:*

This device further includes a control valve 209 for communicating the dynamic pressure chamber 206 to atmosphere. The control valve 209 comprises a valve seat 209a (first valve element) integrally formed on the input shaft 202, a valve body 209b (second valve element) mounted on the piston 208 so as to be elastically deformable, and a second valve seat 209c integrally formed on the piston 208. The valve seat 209a and the valve body 209b also serve as a pressure sensor. The device of the second embodiment further includes a normally open valve means 212 for checking the input shaft 202 from moving leftwardly in the figure relative to the master cylinder piston 210a. This valve means 212 cooperates with a fluid chamber 213 to ~~check the input shaft 202 from moving relative to the master cylinder piston 210a~~ work as a relative movement restrictor for checking the relative movement between the input shaft 202 and the master cylinder piston 210a toward each other.